

SMITH AND FARNSWORTH.

[To accompany bill H. R. No. 55.]

FEBRUARY 29, 1840.

Mr. HABERSHAM, from the Committee on Commerce, made the following

REPORT:

*The Committee on Commerce, to whom was referred the petition of Elliott Smith, master of the schooner Coasting Trader; and Nathan Farnsworth, master of the schooner Benjamin D. Jackson, in behalf of themselves, their owners, and crews, beg leave to report:*

That the following facts appear to be well established by the evidence: That the ship Charles Wharton was chartered by the United States for the purpose of transporting nearly three hundred volunteer troops, with arms, provisions, baggage, and a quantity of "sauer kraut," from Philadelphia to Tampa Bay: that while on the said voyage, and so laden, about the 20th of December, 1837, she grounded on a shoal near the entrance of Tampa Bay, and was found in a very perilous condition by the petitioners, who immediately went to the aid of the vessel, and at great risk and with much labor aided and assisted in saving the troops, the guns, ammunition, and private property of the officers: that, to enable him to take on board of his vessel a portion of the said troops, Captain Smith, one of the petitioners, threw overboard a part of his own cargo, consisting of barrels of bread: that one hundred and thirty of the troops were taken on board the Coasting Trader, and that the cargo of the said ship was taken on board the schooner B. D. Jackson, and all were subsequently delivered over to the custody of officers of the United States, on a requisition of the commanding officer of the said volunteers: that the petitioners, for all these services and sacrifices, have received no compensation whatever: that if a case of salvage had been made, (which it was not in the power of the petitioners, under the circumstances, to make,) the committee are of opinion that a very heavy amount of salvage on the value of the property saved would have been decreed to the petitioners; and the committee are therefore of opinion that a liberal and just compensation ought to be paid by the United States to the petitioners.

The committee therefore recommend the passage of the accompanying act for their relief, which is the same act reported by the Committee on Commerce on the 6th February, 1839, but which was not finally acted upon by the last Congress.

Blair & Rives, printers.

SMITH AND FARRSWORTH

FEBRUARY 29, 1840.

Mr. HARRIS, from the Committee on Commerce, made the following

## REPORT:

The Committee on Commerce, to whom was referred the petition of Elliott Smith, master of the schooner *Coastal Trader*; and Nathan Farrsworth, master of the schooner *Benjamin D. Jackson*, in behalf of themselves, their owners, and crews, beg leave to report:

That the following facts appear to be well established by the evidence: That the ship *Charles Wharton* was chartered by the United States for the purpose of transporting nearly three hundred volunteer troops, with arms, provisions, baggage, and a quantity of "sawed plank," from Philadelphia to Tampa Bay: that while on the said voyage, and so laden, about the 20th of December, 1837, she grounded on a shoal near the entrance of Tampa Bay, and was found in a very perilous condition by the petitioners, who immediately went to the aid of the vessel, and at great risk and with much labor aided and assisted in saving the troops, the guns, ammunition, and private property of the officers: that to enable him to take on board of his vessel a portion of the said troops, Captain Smith, one of the petitioners, drew overboard a part of his own cargo, consisting of barrels of bread: that one hundred and thirty of the troops were taken on board the *Coastal Trader*, and that the cargo of the said ship was taken on board the schooner *B. D. Jackson*, and all were subsequently delivered over to the custody of officers of the United States, on a requisition of the commanding officer of the said volunteers: that the petitioners, for all these services and sacrifices, have received no compensation whatever: that if a case of this kind had been made, (which it was not in the power of the petitioners, under the circumstances, to make,) the committee are of opinion that a heavy amount of salvage on the value of the property saved would have been decreed to the petitioners; and the committee are therefore of opinion that a liberal and just compensation ought to be paid by the United States to the petitioners.

The committee therefore recommend the passage of the accompanying act for their relief, which is the same act reported by the Committee on Commerce on the 15th February, 1839, but which was not finally acted upon by the last Congress.

Blair & Rives, printers.